

THE CORPORATION OF THE DISTRICT OF BURNABY

March 3, 1966

HIS WORSHIP THE REEVE
AND MEMBERS OF THE MUNICIPAL COUNCIL

Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

Your Committee would report as follows:

(1) Cliff Avenue and Adair Street

A request was received for a school crossing on Cliff Avenue at Adair Street.

Investigation disclosed that the location is not suitable for the establishment of a school crosswalk. In addition traffic volumes on Cliff Avenue at the present time are quite light and do not create any difficulties for pupils attending the school in the area (Sperling Avenue School).

The Principal of the School was contacted. He indicated that he would not be willing to provide a patrol because the intersection is some distance from the school and it would be difficult to properly supervise the patrol.

The person making the request was also interviewed and the general policy with respect to school crosswalks was explained. It was learned that the chief reason for the request was the presence of heavy truck traffic on Cliff Avenue. Now that this no longer prevails (because Council recently authorized the erection of "No Trucks" signs on the street), the person making the request was satisfied with not just the action of Council but the explanations provided in respect of school crosswalks.

In view of the foregoing, your Committee would recommend against the installation of a marked school crosswalk at this time at the subject location.

(2) Bus stops on Boundary Road between Clydesdale Street and Schou Street

When Council, on January 24th, approved a revision in the "Smith" bus route and a rearrangement of certain bus stops resulting from this revision, a suggestion was made that additional bus stops be placed on the east side of Boundary Road between Clydesdale Street and Schou Street. The specific proposal was that such stops could be established at either farside Norfolk Street or farside Dominion Street.

Your Committee consulted the B. C. Hydro and Power Authority plus the Engineering Department of the Corporation to determine whether one or both of these bus stop proposals could be implemented.

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(2) Cont'd:

The Authority indicated that an investigation was made in conjunction with a representative from the Engineering Department, which led to the conclusion that a northbound bus stop farside Dominion Street should be provided in place of the one at farside Manor Street.

The Authority pointed out that a northbound bus stop farside Norfolk Street would be undesirable because drivers of busses at this location would have a limited view of traffic coming from Grandview-Douglas Highway onto Boundary Road. It added that a stop farside Dominion Street in addition to one farside Manor Street would result in the two being too close together (330 feet).

The Authority pointed out that, at present, there is 1,110 feet between the bus stops on the east side of Boundary Road at Laurel Street and the one at Manor Street, and 640 feet between the one at Manor Street and the next one farside Regent Street. The discontinuance of the bus stop at Manor Street and the provision of one at farside Dominion Street would equalize spacing somewhat by providing bus stops at Laurel and Dominion Streets 780 feet apart, and stops between Dominion and Regent Streets 920 feet apart.

The Engineering Department representative expressed his concurrence with the view of the Authority in regard to the replacement of the farside bus stop at Manor Street with one farside Dominion Street.

Your Committee would recommend that this bus stop revision be approved.

(3) Sussex Avenue north from Kingsway

A request was received for a parking prohibition on the west side of Sussex Avenue north from Kingsway.

The contention was made that, because parking is presently allowed at that location, there is a problem of congestion for southbound traffic on Sussex Avenue turning west onto Kingsway.

Investigation disclosed that, during the study period, 359 vehicles southbound on Sussex Avenue approached Kingsway, of which only 59 made a right turn. The remaining 300 vehicles either continued across Kingsway or turned left.

It was also noted that traffic on Sussex Avenue was able to proceed at every signal phase except twice, and one of these was due principally to the lack of attention of a driver who failed to notice the signal change.

Your Committee feels that there is no justification for a parking prohibition on the west side of Sussex Avenue north from Kingsway and would therefore recommend against the institution of one.

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(4) Bus stop - Kingsway and Elgin Avenue

Your Committee received a request that the westbound bus stop on Kingsway farside Elgin Avenue be removed because:

- (a) there is another bus stop a short distance to the west.
- (b) the new bus stop interferes with traffic entering and leaving a driveway.

Investigation revealed that a new bus zone was installed on Kingsway farside Elgin Avenue at a position nearside the driveway of the complainant and it replaces a bus stop that was farside the driveway.

We would point out at this juncture that the bus zones which are being established on Kingsway in place of bus stops were part of the Kingsway parking prohibition proposals your Committee reported on last year.

In the course of changing the bus stops on Kingsway to bus zones, it was decided that the old bus stop (which was farside the driveway of the complainant) should be relocated to farside Elgin Avenue in accordance with the policy of both the Corporation and the B. C. Hydro and Power Authority in respect of bus stops and zones.

The location of the complainant's driveway really had no bearing because a zone in the old stop location is identical insofar as the driveways are concerned; moreover, the old stop is located within the T-intersection of Kingsway and MacPherson Avenue, which is contrary to policy.

In view of the foregoing, your Committee would recommend that the new bus zone remain in its present location.

(5) Halifax Street and Fell Avenue

Requests were received for:

- (a) The relocation of the crosswalk on Halifax Street at the end of the driveway to Parkcrest School to a position at the corner of Fell Avenue and Halifax Street.
- (b) The construction of a suitable walkway from in front of the School to the intersection of Halifax Street and Fell Avenue.

Your Committee felt that there might be a need for urgent action in respect of one or both of the requests and therefore asked the Municipal Engineer to take whatever steps were deemed requisite, if he considered such action necessary.

The Engineer subsequently reported that he arranged for the construction of a gravel chip sidewalk on Halifax Street from the aforementioned driveway to Fell Avenue, and that he will be relocating the crosswalk on Halifax Street at the end of the driveway to the intersection of Halifax Street and Fell Avenue.

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(5) Cont'd:

Your Committee would recommend that the action taken by the Municipal Engineer be ratified.

(6) Gilpin Street and Rowan Avenue

Your Committee has twice reported on complaints that have been received with respect to the above intersection.

The action taken by Council at these times were to authorize the installation of:

- (a) a 30 m.p.h. speed limit sign on Gilpin Street slightly west of Granview-Douglas Highway.
- (b) a "Caution - Hidden Intersection" sign in approximately the same location.

Another complaint has now been received that there is still a view problem at the intersection.

Investigation disclosed that, with proper adherence to the speed limit and observance of the warning sign, motorists should have no problem when approaching the intersection.

Accident records indicate that there have been none since 1961, which suggests that the 30 m.p.h. and the "Caution - Hidden Intersection" signs have been effective. We might add that growth which was causing some view obstruction at the intersection was removed a while ago in an attempt to improve the situation.

We feel that no additional signs should be installed or any other action taken with respect to the area of concern and would therefore recommend that this view be endorsed.

(7) Rumble Street and Frederick Avenue

Last August Council authorized the erection of a school advance warning sign on Rumble Street between Sussex Avenue and Gray Avenue.

The Parent-Teacher Association which requested this sign has again written and suggested that traffic conditions on Rumble Street have not improved despite the sign. It asked that the possibility of installing a crosswalk on Rumble Street at Frederick Avenue, or some other safety measure, be given consideration.

This was done and the conclusion was reached that no action of the kind requested should be taken.

However, we do feel that it might help somewhat if the parents of the children who cross Rumble Street on their way to and from the Sussex School had them make their crossings between 8:45 a.m. and 9:00 a.m. because this is the time when there is relatively fewer vehicles on Rumble Street.

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(7) Cont'd:

We would add that the Principal of the School was contacted to determine whether he would be prepared to provide a school boy patrol on Rumble Street at Frederick Avenue, if a crosswalk was installed there, and he indicated that the School was not in a position to provide this service.

We would recommend against the installation of a marked crosswalk on Rumble Street at Frederick Avenue but that the suggestion concerning crossing times (as detailed in the 4th paragraph) be forwarded to the Parent-Teachers Association involved for the attention of the parents concerned.

(8) Willingdon Avenue and Moscrop Street

An amount has been included in the Provisional Budget of the Engineering Department for the current year to cover the cost of installing traffic signals at two intersections. One of these is Willingdon Avenue and Moscrop Street.

It is expected that the Provincial Government will this summer be beginning its reconstruction programme for Grandview-Douglas Highway. It will likely be necessary while this reconstruction is being carried out to detour traffic. In addition, it is likely some motorists will voluntarily detour because of the inconvenience caused by the reconstruction. The only route paralleling Grandview-Douglas Highway for a greater part of its length is Smith - Moscrop - Gilpin to the Sperling Interchange. Motorists following this route will need to cross Willingdon Avenue at Moscrop Street.

Your Committee feels that the municipality should anticipate this detour movement and, because the warrants for a traffic signal at the subject intersection are virtually met at the moment, we would recommend that the traffic signal be installed at Willingdon Avenue and Moscrop Street at the earliest possible time.

We would like to point out that this will be the first such installation on municipal streets in Burnaby.

(9) Marine Drive and Gilley Avenue

Late last year Council authorized:

- (a) The erection of a sign on Marine Drive for westbound motorists approaching Gilley Avenue warning of the curve on the Drive.
- (b) The relocation of a school sign on Marine Drive for westbound motorists further eastward so that they will have better advance warning of the school.

Subsequent to that action, we received a suggestion that a laurel hedge on property at the north-east corner of the intersection be removed to improve the sight distance for both the westbound Marine Drive traffic and the southbound Gilley Avenue traffic turning left.

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(9) Cont'd:

This matter was mentioned in our report last year when we recommended the two signing arrangements mentioned in the first paragraph.

Our report also indicated that, although the municipality had been successful some time earlier in having the hedge trimmed to improve sight distances for motorists, there was still a problem which could only be resolved by acquiring sufficient land to enable the Corporation to remove the things causing the view obstruction and minimizing the degree of curve on Marine Drive approaching Gilley Avenue.

We did not recommend this course of action, due to the obvious land acquisition costs, because we felt the erection of the signs earlier mentioned would satisfactorily resolve the problem.

However, as a result of the latest suggestion concerning the hedge, a further investigation was conducted to determine just how much could be gained in sight distance by removing the view obstructions, which consist of the hedge, other similar growth and an embankment.

It was found that the hedge is well established with an assortment of evergreen trees scattered throughout. The hedge is approximately 10 feet tall and sits on an embankment about 4 feet above the sidewalk on Marine Drive.

We feel that to just have the owner cut down the hedge would be of little help because a regrowth of only a foot or so would again create the same view problem. Instead, we are of the view that the hedge and all its root system should be removed. This, however, would create an unstable bank above the sidewalk, which can be rectified by concreting the embankment.

We would point out that a project of this nature would not solve the view problem entirely, it would merely provide another 70 feet or so of sight distance for motorists on Marine Drive approaching Gilley Avenue from the west and those southbound on Gilley Avenue turning east onto Marine Drive. The cost of the entire proposal would be approximately \$1000.

Your Committee, being primarily concerned with traffic safety, feels that the project described should be undertaken and would therefore recommend that this be done in the interests of traffic safety.

(10) East side of McKercher Avenue from Kingsway to the lane north of Kingsway

It has been brought to our attention that there is a traffic problem at the captioned location caused by vehicular parking there.

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(10) Cont'd:

On the north-east corner of Kingsway and McKercher Avenue is a service station with two crossings to McKercher Avenue. The only available parking on this portion of McKercher Avenue is between the two crossings and it is only enough to accommodate one vehicle.

Whenever this space is occupied, eastbound Kingsway truck traffic turning north onto McKercher Avenue experiences difficulty in manoeuvring around the parked vehicle.

At the north-west corner of the intersection there is a Real Estate Office with inadequate offstreet parking facilities and, as a result, quite often the vehicles belonging to those attending the office encroach onto the roadway of McKercher Avenue. This compounds the problem for eastbound truck traffic on Kingsway turning onto McKercher Avenue.

We feel the problem can be resolved by eliminating the parking which is presently permitted at the location mentioned in the second paragraph, and would therefore recommend that a "No Parking Anytime" prohibition be instituted on the east side of McKercher Avenue from Kingsway to the lane north of Kingsway.

Respectfully submitted,

J. Dailly,
Chairman,
TRAFFIC SAFETY COMMITTEE.

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